

TRACTION TRUSTS HAVE A WEEK TO ACCEPT SUBWAYS

Mayor Gaynor Assures Unanimous Official Acceptance of McAneny Report.

FOR CITY OPERATION.

Would Have Let Companies Go at Once Had He Realized Difficulties.

Any question that may have existed as to the official adoption of the McAneny report at the special meeting of the Board of Estimate Wednesday was removed today when each member of the Board of Estimate notified the Mayor that he will vote for the report with the Mitchell-Prendergast modifications. These have been drawn by President McAneny and injected into his report.

That the adoption, ratified by the Board on Saturday as a Committee of the Whole, will be unanimous was made manifest by the declaration of the Mayor that he, too, will vote for the report. He said so emphatically today, adding that he was preparing a statement for publication on the subway situation.

After Wednesday the companies will be given one week in which to accept or reject the terms and conditions offered in the McAneny report.

Former Mayor Seth Low today discussed with Mayor Gaynor the subway report. When asked regarding the former Mayor's visit, Mayor Gaynor said:

"Mr. Low has been of the utmost service to the officials and to the city in this subway matter. The committee appointed by the Chamber of Commerce and the Merchants' Association, some time ago, of which Mr. Low is chairman, will meet tomorrow, and I hope that with Mr. Low's advice they will ratify the subway report, and help us in passing it and carrying it out."

"I do not mind saying that I have asked Mr. Low to have a sub-committee of his committee appointed to give us their assistance hereafter in settling disputed things and framing the contracts. Much yet remains to be done."

UNDER ATTENDING DIFFICULTIES FAVORS CITY OPERATION.

"If I had fully realized at the beginning the difficulties of dealing with operating companies, I believe I would have favored coming to immediate city operation and let the companies go on and for all," is an extract from a letter from Mayor Gaynor to a Brooklyn friend.

Talking with friends since the drafting of the McAneny report on subways, Mayor Gaynor has expressed himself as disgusted with the representatives of both the B. R. T. and the Interborough because of their attitude toward the city during the negotiations of the last eighteen months. This attitude of the Mayor is more in keeping with the spirit of his memorable article published in a magazine before his election than his public expressions upon the same subject after election.

The Mayor now raises the issue of the Fourth avenue subway, Brooklyn, which he claims breaks up the "unity of the subway system" if it goes to the B. R. T. He says that such a disposition of it is an insurmountable obstacle to a five-cent fare to Coney Island.

IS CONDITION.

This does not seem all clear in view of the fact that the condition upon which the B. R. T. gets entrance into Manhattan as far north as Fifty-ninth street under the McAneny report, is a five-cent fare upon all their elevated lines to Coney Island.

Comptroller Prendergast and President Mitchell of the Board of Aldermen have advocated the city's construction of an independent subway both before and after their election, and they have also favored the municipal operation of the local companies if NOT COME FORWARD WITH FAIR PROPOSALS.

This position of the Comptroller and Mr. Mitchell represents the spirit of the McAneny report, which on Wednesday of this week came before the Board of Estimate for final action. According to present plans the companies are to be given seven days to decide whether they will avail of the city's proposal. If they decline the city shall proceed with the construction of the so-called Triborough or independent subway system.

Both the Comptroller and Mr. Mitchell as well as Borough President McAneny of Manhattan looked upon the issue of municipal operation, suddenly raised at this time, as a device calculated to distract attention from final action on the McAneny report.

For eighteen months, they say, municipal operation has been begging for want of advocates, but now when the solution of the whole subway question is practically reached, and both companies have been driven into a corner, there is heard talk of municipal operation WHEN THE CITY HAS NOT AS

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YET STARTED TO BUILD THE NEW SUBWAYS.

The Mayor, in explaining his change of view to friends-up until after the drafting of the McAneny report he openly advocated the Interborough plan-how says he regrets that the two companies have at their head men who do not seem to understand the transit needs of New York. He regrets that these representatives have shown in the recent negotiations such dense ignorance of what the city really wants.

The Mayor's letter to his Brooklyn friend, according to leading public officials, appears to be a mild attack upon the McAneny report, calculated to elicit opposition to the report in Queens, Brooklyn and Bronx. Here are the other paragraphs:

"Since we talked together last Thursday about the Fourth avenue subway in Brooklyn I have considered the matter even more carefully. I regret to see it taken out of the subway system. I regret to see the unity of the subway system broken by taking the Fourth avenue subway out of it. The result is that everybody who comes by the Steinway Tunnel from Queens Borough and takes the Interborough to go to Brooklyn, or who comes by the Interborough from the Bronx to Brooklyn, or who comes by the Interborough from Manhattan to Brooklyn, has to change cars and pay another fare if he wants to go by the Fourth avenue subway to the large section of the city through which it runs, or to the seashore with which it is to be connected."

CAN'T HAVE EVERYTHING PERFECT AS WE WANT.

"I do not see a single reason for doing that. I fear a good many have not looked to see what the result is to be. I think that one entering a subway should be able to continue on the same fare. But we cannot have everything perfect in this world. We must do the best we can through all contentions and difficulties, and with that be content."

"That the passengers brought over to Manhattan every day by Brooklyn car lines should have a line through Manhattan by which they can be distributed along uptown for a single fare to a reasonable distance is indisputable. But the arrangement proposed is that only the overhead roads from Brooklyn shall run by which they can be distributed along uptown on a single fare. Those who come to Manhattan by the surface lines and they will be the majority-will have to pay another fare to go on uptown. I had hoped that they would be given transfers over this distributing line, but it seems that is not to be. But, again, we cannot have everything perfect in this world. I hope some allowance will be made for the difficulties of the case."

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FIFTY CAR ROWDIES TAKEN; WORKHOUSE FOR MOST OF THEM

Anti-Hoodlum Police Get in Fine Day and Magistrates Help Crusade.

NETTED ALL OVER CITY.

Commissioner Waldo Emphatic on Intention to Stamp Out Sunday Abuses.

Fifty young men of the sort who get their Sunday amusement by stirring up fights, tramping and sowing women and children and filling the air with curses on crowded street cars going to and from pleasure resorts were gathered all over the city by police detailed for that purpose. Not all were brought to trial today. But in all parts of the city Magistrates showed their intention to co-operate with Police Commissioner Waldo in his campaign against hoodlumism. Some of the accused men were sent to the Workhouse for terms varying from sixty days to ten.

On Staten Island, of eight men arrested by members of the Commissioner's special Strong-Arm Anti-Hoodlum Squad on the Bull's Head Line, five were sent to the Workhouse for fifteen days and three for twenty days.

Magistrate McGuire, at Coney Island, sentenced one man, who fought in the Culver station, to thirty days in the Workhouse; two men who had smashed a store front with a brick and then fought their way into a crowded train, were sent to the workhouse for ten days each. Two other young men were assessed \$2 each for the pleasure they got from "getting the goat" of a guard

by remarking on his beauty of person and sweetness of voice.

Alex Whitman, the prize strong man of the department, commanded the strong-arm delegation at Fifty-eighth street and New Utrecht avenue, Brooklyn, where three beach lines meet. They bagged eight.

Members of the Squad took five men from the one Hundred and Twenty-fifth street line who had come from Fort Lee, headed for trouble; eight were captured at One Hundred and Fifty-fifth street and Third avenue, coming from Clason Point, but were discharged for lack of evidence in the Night Court, because the street car company had not sent its employees as witnesses to the fighting, which the policemen had not seen.

Two arrests were made at the Woodside car barns in Queens and six on Grand street cars running from North Beach. Of these Magistrate Smith at Flushing committed one to the workhouse for sixty days, two for ten days and held three in heavy bail for a further hearing.

Five were arrested in the Ninety-second street ferry house. Magistrate French announced that if they were guilty he meant to send them to the workhouse for at least ten days, as he did two men arrested in the same place Saturday night.

Four arrests were made on cars crossing Queensboro Bridge.

"This is no spasm of police activity," said Commissioner Waldo today. "We are going to keep it up systematically. There will always be men and boys in a city like this who are selfish and brutal enough to terrorize women and children on their work's outing. But we are going to get as many of them into the workhouse as possible with the help of the Magistrates and discourage a whole lot more from that form of outdoor sport. It is not going to be a regular feature of Sunday evening travel any longer."

Those Foolish Questions.

(From the Houston Post.)

"I read in this morning's paper where an aviator was attacked in the air."

"By a bird?"

"No; by a string of fish."

By a string of fish.

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